

# The Hongkong Telegraph.

No. 161.

MONDAY, JULY 31, 1882.

FIVE DOLLARS PER QUARTER.

## For Sale.

LANE, CRAWFORD & CO.

HAVE RECEIVED EX LATE ARRIVALS.

ICE CHESTS & ICE CREAM FREEZERS.

POCKET KNIVES, RAZORS & SCISSORS.

BLOCKS, CANVAS, BRUSHES, PAINTS,

OILS, VARNISH AND OTHER

ARTISTS' SUPPLIES.

THE NEW NET UNDERSHIRTS

FOR WEAR IN THE TROPICS FROM

\$5 PER DOZEN.

TEA TASTERS' SCALES AND TIME

GLASSES.

LADIES' BATHING DRESSES.

GENTLEMEN'S BATHING DRESSES.

GENUINE MALTESE CIGARETTES

IN TIN FOIL BUNDLES.

LANE, CRAWFORD & Co.

Hongkong, 19th July, 1882.

## Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....£1,200,000.00

PERMANENT RESERVE.....£1,200,000.00

SPECIAL RESERVE FUND.....£1,200,000.00

TOTAL CAPITAL and

ACCUMULATIONS, 8th

May, 1882.....£1,200,000.00

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.

J. H. PIRKVOSS, Esq., Wm. MEYERINK, Esq.,

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all

Ports of the World.

Subject to a charge of 12 per cent. for Interest

on Shareholders' Capital, all the PROFITS of the

UNDERWRITING BUSINESS are annually dis-

tributed among all Contributors of Business (whether

Shareholders or not) in proportion to the

premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, 13th May, 1882.

THE SOUTH BRITISH FIRE AND

MARINE INSURANCE COMPANY

OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT FIRE AND MARINE RISKS at Current

Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP £200,000

PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882.

THE Undersigned have been appointed

AGENTS to the NEW YORK BOARD

of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1882.

RECORD OF AMERICAN AND FOREIGN

SHIPPING.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1882.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on GOODS,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882.

INTERNATIONAL NOVELTY COMPANY.

KOOLANGSOO, AMOV, (CHINA.)

(CLOSE TO THE UNION CHAPEL.)

IMPORTERS OF EUROPEAN

AMERICAN NOVELTIES,

CONSISTING OF:

TRAVELLING BAGS, FANCY ARTICLES,

TRAVELLING TRUNKS, LADIES'

WORK BOXES, PENCIL CASES,

WATCHES, JEWELLERY,

CUTLERY, STATIONERY,

ELECTRO-PLATED

GOODS,

&c. &c. &c.

EMILE FFANKUCHEN.

Amoy, 25th July, 1882.

## Auctions.

PUBLIC AUCTION.

THE following Properties will be Sold by the

Undersigned by Public Auction, on

WEDNESDAY,

the 2nd August, 1882, at 3 P.M., on the

Premises,

(IN SIX SEPARATE LOTS.)

1ST LOT.—ONE HOUSE in Queen's Road Central,

No. 147D, Registered as SECTION G of

MAINING PORTION OF SECTION G of

MARINE LOT No. 63.

2ND LOT.—One HOUSE in Bonham Strand

No. 417, Registered as SECTION A of

MARINE LOT No. 10.

3RD LOT.—One HOUSE in Queen's Road West,

No. 50, Registered as SUBSECTION No. 1

of SECTION A of INLAND LOT 366.

4TH LOT.—One HOUSE in West Street, Tai-

pingshan, No. 41, Registered as INLAND

LOT 223 (Section.)

5TH LOT.—One HOUSE in West Street, Tai-

pingshan, No. 53, Lot 224 (Section.)

6TH LOT.—Three HOUSES in Square Street,

Tai-pingshan, Nos. 58, 60, and 62, Registered

as INLAND LOT No. 278.

For Further Particulars and Conditions of Sale,

apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 24th July, 1882.

## PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction, on

FRIDAY,

the 4th of August, 1882, at THREE P.M., on the

Premises,

BY ORDER OF A MORTGAGEE.

ALL those PIECES or PARCELS of GROUND

at Vow-mat-tee Registered in the LAND

OFFICE as Sections F, D and the RE-

MAINING PORTION of Kowloon IN-

LAND LOT No. 107, measuring on the

North and South sides 50 feet, on the East

48 feet, and on the West side 46 feet. To-

gether with the SUBSTANTIALLY BUILT

HOUSE, No. 35, in Temple Street.

For Further Particulars and Conditions of Sale,

apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 28th July, 1882.

## PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction, on

THURSDAY,

the 17th day of August, 1882, at TWO P.M.,

on the Premises,

BY ORDER OF A MORTGAGEE.

ALL that PIECE or PARCEL of GROUND

Registered in the LAND OFFICE as Section

F, of MARINE LOT No. 6, measuring on the

North and South sides 30 feet and 6 inches

on the East and West 40 feet and 16 inches.

Together with the TWO HOUSES erected

thereon Nos. 5 and 7, in Jervois Street.

For Further Particulars and Conditions of Sale,

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J. M. GUEDES,

Auctioneer.

Hongkong, 28th July, 1882.

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Auctioneer.

Hongkong, 28th July, 1882.

## Intimations.

SAYLE & CO.'S SHOWROOMS.

JUST LANDED DIRECT FROM PARIS.

SAYLE & CO.

ARE SHOWING IN THEIR

MILLINERY DEPARTMENT.

A CASE OF LADIES' PARISIAN TRIMMED HATS.

A CASE OF BOYS AND GIRLS STRAW HATS.

LACE DEPARTMENT.

A LARGE VARIETY OF ALENCON, BRODERIE, VENICE,

SPANISH AND FRENCH LACES.

DRESS DEPARTMENT.

SPECIALITIES IN CREAM DRESS MATERIALS AND NEEDLEWORKS TO MATCH.

NEW SHADES IN SURAT SILKS, BOOTS AND SHOES, PERFUMERY, &c., &c.

A LIBERAL DISCOUNT FOR CASH.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 22nd June, 1882.

ROSE & CO.

31 AND 33, QUEEN'S ROAD.

DRESS GOODS DEPARTMENT.

PLAIN, PRINTED, AND BROCADED SATEENS.

THE New French Satin LISSE in Fancy and Plain to contrast for Costume, exquisite, light,

and Fashionable Material for this Season.

ZEPHYR CLOTHS IN LATEST STYLES OF PATTERN.

These Goods are recommended specially for their extreme lightness and durability

of Colour, for Washing Costumes they are Unequaled.

MILLINERY DEPARTMENT.

WE HAVE JUST OPENED A CHOICE VARIETY OF

LADIES' STRAW HATS, MILLINERY TRIMMINGS, FLOWERS, FEATHERS,

RIBBONS AND THE LATEST NOVELTIES IN FANCY SILKS,

SPECIALY ADAPTED FOR MILLINERY PURPOSES.

LACES AND TRIMMINGS.

BLACK, WHITE, CREAM, BEADED AND OTHER LACES,

IN LARGE VARIETY

BEADED AND JET TRIMMINGS,

SUNSHADES, UMBRELLAS, FANS,

LADIES' GENTLEMEN'S, AND CHILDREN'S HOSIERY,

GENTLEMEN'S SHIRTS, UNDERSHIRTS, COLLARS,

&c., &c.

THE NEW WATERPROOF EVERCLEAN COLLARS AND CUFFS.

TRAVELLING TRUNKS AND GLADSTONE BAGS,

JUST RECEIVED.

GENTS' BUTTON AND LADIES' 4, 6, AND 8 BUTTON PARIS KID GLOVES,

IN TINS OF THREE PAIRS ASSORTED COLOURS.

Our Millinery and Dressmaking Departments are now under the able Management of experienced

Assistants, we are therefore prepared to execute in the most elegant style and at reasonable

rates any orders that may be placed under our care.

A CONSIGNMENT OF MUSIC AND BOOKS.

DISCOUNT FOR CASH PAYMENT

ROSE & CO. COMPANY,

31 AND 33, QUEEN'S ROAD.

Hongkong, 25th July, 1882.

EÇA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "IRAOUADY" AND OTHER LATEST ARRIVALS.

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,

COMPRISING—

Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes,

Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk

Hose, Embroidered Silk and Ivory Fans, &c., &c., &c.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer

Tweeds in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord

for Vests, Canvas Shoes, Silk Umbrellas, Gentlemen's and Ladies' Parisian

Boots and Shoes in great variety &c., &c., &c.

Oriza's and Pinaud's Perfumery in Great Variety, Vienna Cigar and Cigarette

Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases,

Needles, Ladies' Work Boxes.

A GREAT VARIETY OF FRENCH SCIENTIFIC BOOKS AND NOVELS.

&c., &c., &c.

EÇA DA SILVA & Co.,

48, QUEEN'S ROAD CENTRAL.

Hongkong, June 5th, 1882.

## To be Let.

TO LET.

NO. 4, OLD BAILEY STREET.

No. 9, SEYMOUR TERRACE.

Nos. 2 AND 4, PEDDAR'S HILL.

No. 6, QUEEN'S ROAD CENTRAL, lately

occupied by PACIFIC MAIL STEAMSHIP

COMPANY.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 24th July, 1882.

TO LET.

APARTMENTS ON THE FIRST FLOOR

OF

"MARINE HOUSE," WEST SIDE,

AND IN

No. 33, POTTINGER STREET.

Apply to

E. R. BELLIOS.



## Entimations.

**A. S. WATSON & CO.**  
**HAVE LATELY RECEIVED A SUPPLY**  
 OF THE FOLLOWING  
 viz:  
 SCOTT'S ELECTRIC TOOTH BRUSHES.  
 SCOTT'S ELECTRIC HAIR BRUSHES.  
 SCOTT'S GALVANIC GENERATORS.  
 GLASS STOPPERED GLOVE BOTTLES.  
 TONGA.  
 FELLOW'S COMPOUND SYRUP  
 OR  
 HYPOPHOSPHITES.  
 VALENTIN'S MEAT JUICE.  
 SAVORY AND MOORE'S  
 PEPTONISED MEAT.  
 VASELINE SOAP.  
 ROBARE'S GOLDEN HAIR DYE.  
 NEW PATTERN TOOTH BRUSHES.  
 VIN-SANTE  
 A NON-ALCOHOLIC SIMULANT CONTAINING  
 HYPOPHOSPHITES.  
 A. S. WATSON & Co.  
 GENERAL CHEMISTS  
 AND  
 AERATED WATERS  
 MANUFACTURERS.  
 HONGKONG DISPENSARY,  
 HONGKONG. [43]

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.  
 Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.  
 Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.  
 Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish the Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 31, 1882.

Justing by the half yearly report of the Hongkong, Canton, and Macao Steamboat Company, Limited, which appeared in our issue of the 28th inst., we consider that the shareholders have substantial reasons for congratulating themselves on the very satisfactory standing at present occupied by the Company. The past half year has been, financially, an unusually successful one, and the present position of the Company may safely be taken to indicate a most prosperous future. After paying running expenses, salaries, premia of insurance, and all other outgoings, the large sum of \$103,097.43, including \$18,068.06 brought forward from the previous half year, remained at credit of Profit and Loss. From this sum the Directors recommended a dividend of 5 per cent. for the half year to be paid to shareholders, thus absorbing \$30,000; that \$5,000 be written off Machinery account, \$15,000 be placed to credit of Depreciation Fund, and that \$2,750 be appropriated as Directors' and Auditors' fees, leaving a balance of \$50,347.43 to be carried forward to new account.

Considering the powerful opposition against which the Steamboat Company has had to contend for years past, it must be admitted that the results which have been achieved, year after year, speak volumes as to the stability of this particular enterprise. That there have been grave and serious errors of management in the past will hardly be denied; and it will also be frankly owned that of late years the Directors have become more alive to the requirements of the times, and the best interests of the shareholders. The insane policy adopted by the Directorate in vainly endeavoring to crush the *Ichang* opposition cost the Company many thousands of dollars, and it was indeed a wise measure, when the attempt to starve out the China S. N. Co. was found to be hopeless, to pocket pride, forget the past, and come to a sensible arrangement. The only pity is that the present existing arrangement, which works satisfactorily for both companies, was not entered into years before; however, there were, no doubt, reasons why the Directors delayed this step until the patience of the shareholders had well-nigh become exhausted.

We have neither time nor space at our disposal at present to enter at length into a history of the Steamboat Company from its commencement up to date; it will serve

our end equally well to briefly allude to recent events, and the Company's future prospects. The new steamer *Honan* will, no doubt, be a valuable acquisition to the Company's fleet, as, according to all accounts, she possesses qualifications admirably adapted for the traffic in which she will be engaged. It must not be forgotten, however, that the introduction into these waters of a steel vessel of the class of the *Honan* is an experiment which may ultimately prove an expensive one. That, of course, remains to be seen; however, a new steamer was urgently required, and although an equally suitable vessel might have been procured at about half the cost of this floating palace, results may ultimately prove the judgment of the Directors to have been well founded. Let us hope so.

When it was first rumoured that the Directors had purchased the *Tai-sai* and *King-chow* at a fabulous price, for the express purpose, according to current report, of quashing opposition, we had our doubts as to the wisdom of the policy. Now, however, that the actual facts of the transaction have become public property, we think that few practical men will doubt the wise discretion displayed by the Directorate in this policy measure. In the first place, the two steamers must be well worth the sum, \$57,500, paid for them; in the second place, a flourishing opposition has been extinguished, thus materially adding to the Company's gross earnings; and in the third place, the possession of these additional vessels will enable the Company—so long as the present *Ichang* agreement remains in force—to practically prevent any further opposition being established either on the Canton River, or the Macao route—at least until the introduction of very much faster vessels than we have yet seen in the Far East. The absolute necessity for having one or two steamers in reserve to meet emergencies must be apparent. We think that the Steamboat Company must be considered a favorite of fortune by its immunity from serious accidents during late years; but it would be unwise to depend on this long run of good luck continuing. Therefore, all things considered, the purchase of Messrs. Kwok Acheong & Son's two steamers by the Directors of the Steamboat Company should meet the unqualified approval of the shareholders.

We observe that after the arrival of the *Honan* it is intended to lay up the *White Cloud*, in order that she may receive new boilers and undergo a general overhaul. This will be pleasing news to those interested in the traffic between Macao and this port. The *White Cloud* badly requires new boilers, as her fame for great speed has sadly waned since those halcyon days when Captain Saxons proudly designated his smart little craft "the pride of the Pearl River." With new boilers the *White Cloud* may be expected to run 15 knots, which will bring the Holy City within reasonable distance of Hongkong. We presume that the *Kiungchow*, which with the *Pawan* will also require overhauling, will take the place of the *White Cloud* on the Hongkong-Macao route! Might we suggest to the Directors of the Steamboat Company that their vast influence properly applied might work wonders with the Macao Government, in having the Macao Harbor properly dredged? The interests of the Company would warrant the Directors in using all their influence to get what is practically a blockade of the port removed.

It is to be hoped that the Steamboat Company will not be induced by any mistaken notions about large traffic receipts to invite outside opposition. At the present scale of charges, which is a sufficiently well paying one to the Company, no outside opposition could be organized with any fair prospects of success. The Chinese fare to, or from Canton is only 40 cents, and to Macao 50 cents, Europeans paying three dollars for either trip. The fare for Chinese between Canton and Macao is only 40 cents, and as there appears to us to be no possibility of increasing the present traffic, we really are unable to see how the steamers at present plying on this route can hope to pay their expenses. It will, however, be polite not to increase the above rates. The China Merchants Company has been threatening for a long time past to run in direct opposition to the Steamboat Company both on the Canton River, and between here and Macao. Under present existing circumstances they will be discreet enough not to attempt anything of the kind. There is no room for a paying opposition; and it will be the fault of the Directors of the Steamboat Company if they ever make an opening. The game is in their own hands, and if skillfully played they will command the traffic of the river unchallenged.

"THAMES-STREET INDUSTRIES," by Percy Russell. This illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London. [ADVT.]

## TELEGRAMS.

## EGYPTIAN AFFAIRS.

LONDON, July 29th.  
 The Secretary of State for Foreign Affairs, in reply to a question, said that informal communications are being exchanged with Arabi.  
 The House of Commons has agreed to the vote of credit.

## LOCAL AND GENERAL.

The meeting of shareholders in the China Traders' Insurance Company this afternoon, was held too late for our to-day's issue. We shall have the pleasure of publishing the proceedings to-morrow.

The steamship *Catterthun* came out of the Cosmopolitan Dock to-day, and the *Kooning* out of Kowloon, the *Welle* taking the place of the last named. The steamer *Euphrates* went round to Aberdeen Dock this forenoon.

It is reported, says the *Japan Herald*, that the Sultan of Zanzibar has purchased the P. & O. S. N. Co.'s steamship *Malacca*, so long and favorably known on this coast. The price has not transpired, but it is said to be a high one.

In a cricket match played at Chatham on June 22nd between the Gentlemen of Yorkshire and Royal Engineers, the former, who scored 233 to the 05 and 38 of the Sappers, won by an innings and 109 runs. The highest scorer for the losers was our old local crick, Lieut. L. B. Friend.

A LETTER from Mr. A. J. Cameron, Her Majesty's Consul at Batavia, announcing that the authorities there have declared that cholera is no longer epidemic at that port, appears in the *Government Gazette*. Mr. Cameron adds, however, that as occasional sporadic cases of the disease still occur, the fact is mentioned on bills of lading granted by the authorities.

NOTICE is given in Saturday's *Gazette* that applications for refund of Police and other Rates are to be made in accordance with the provisions of Ordinance 12 of 1875, Section 32, to the Supreme Court, Summary Jurisdiction. When such applications, instead of being made to the Supreme Court as prescribed by law, are addressed to the Administrator, they will, as a rule, not be granted except subject to a reduction of 5 per cent.

A CORRESPONDENT writes to the *Overland Mail* to state that he left the mouth of the Yang Tze-Kiang, 42 miles below Shanghai, at 3.30 a.m. on May 23, in the *Stirling Castle*, the latest addition to the Castle Line of Messrs. T. Skinner and Co. He came through from Suez with the mails, which left on the evening of his arrival, and reached Charing Cross, at 6.30 p.m. on June 18, thus completing his journey, including all stoppages, in 26 days 15 hours.

A JUVENILE Chinese offender who had been sentenced by the Magistrate on Friday last to 24 hours confinement and twelve strokes across the breech, received the latter part of his punishment on Saturday morning. We should imagine from the frightful howling set up by the youthful offender—his cries penetrated even into the *free* editorial sanctum—that the flogging was rather a severe one, and we trust it may prove effective in keeping the young rascal in the straight path for the future.

A CORRESPONDENT writes to a London contemporary from Rome that Mario has quite recovered from his bronchitis and still looks very handsome with his white hair and beard, rosy complexion, and piercing dark eyes. Nothing could exceed the kindness of Lady Paget, and, indeed, of all his English friends, during his illness. He has now taken up again his favourite pastime of carpentering, and showed my friend, with intense glee, the mutilated remains of a splendid gilt table of great value which he had been saving into very ill-made brackets!

SNAKES appear to be more numerous than usual this summer, reports of a goodly number which have been killed at various places throughout the colony having reached us during the past few weeks. On Saturday night while Mr. Alder, the assistant master at the Diocesan Home, was escorting a number of pupils to the promenade concert in the Public Gardens, he came across a large snake coiled up in the middle of the road, about a hundred yards to the eastward of Baxter House. Mr. Alder succeeded in killing the reptile, which measured nearly two yards in length, by a few blows with his walking stick.

MR. JOSE DA SILVA LOUREIRO, Consul General for Portugal, who earned for himself such an unenviable notoriety in the witness box at the Police Court the other day by gratuitously insulting the Portuguese community, and making himself conspicuously and generally offensive and ridiculous, for which offence he was expelled from the Club Lusitano, has apparently gained but little wisdom from his past experiences. Mr. Loureiro's letter in *O Macanense*—a letter in every way worthy of the character and ability of the person who wrote it—affords another proof of what an accomplished, distinguished and well-bred individual our Portuguese friends are blessed with in the person of their Consul. Mr. Loureiro's letter may, and probably will, only excite contempt and derision among the Macanenses; but as the *protégé* of the notorious Guinard has chosen to make a lying and slanderous attack on this journal, we shall give him all the publicity he desires. As we are not quite so well acquainted with the language of Camoens as the Portuguese Consul General, it will take us an hour or two to carefully translate this eminent official's letter to *O Macanense*, and then we shall specially devote a little time for the purpose of showing the communities of Hongkong and Macao to what contemptible expedients Mr. Loureiro has descended in vainly endeavoring to justify his past outrageous conduct in the eyes of his fellow countrymen resident in the neighbourhood; and in defending ourselves from charges which no person in the colony—Mr. Jose da Silva Loureiro always excepted—would ever have dreamt of making against the Hongkong Telegraph.

For attempting to pass a counterfeit 20-cent piece, a Chinaman was sent this morning by Mr. Wodehouse to six weeks' hard labor. At the Station, the man was seen by Chinese police constable 211 to swallow two 10-cent pieces, spurious also, no doubt. The shroff at the Magistracy said the coin was copper washed in silver.

THE celebrated Turkish acrobat "The Iron Boy" gave a performance at the Garrison Theatre on Saturday evening last, to a very meagre audience. The tricks were received with much applause and were well worth seeing. It is a pity such a talented artist did not meet with better support, a result which was doubtless due to the very warm weather.

THE following notice, signed by Capt. H. G. Thomsett, Harbour Master, appears in the *Gazette*:—With the kind permission of Vice-Admiral G. O. Willes, C.B., and Commodore Cumming, on and after Tuesday, the 1st proximo, a Red Ball will be dropped from the main topmast head of H.M.S. *Victor Emmanuel* daily, Sundays excepted, at one o'clock mean time at Hongkong, which is in Longitude 114d. 10m. 02s. East. Equal in time to 7h. 36m. 40s. The ball will be hoisted to the level of the Main Cap at five minutes before one, and hoisted to the topmast-head at three minutes to one. If any error has been made, the ball will at once be hoisted to the level of the Main Cap. At five minutes after one it will be hoisted to the topmast-head, and dropped at ten minutes after one.

THE "Buffs" had a Parade this morning at which the General attended. Addressing the men, H.E. Major General Sargent informed them that England had to go alone into the Egyptian difficulty, and called on them for individual volunteers for service in Egypt. The "Grand Old Buffs" responded to a man, the whole of the regiment signifying their willingness to go upon active service. His Excellency then informed the regiment that their readiness to act in the field for Queen and country had his entire approbation, and he hoped to accompany them. The idea of going into the field under the command of their old Colonel was received with enthusiasm by the "Buffs," and we doubt not, if it comes to the worst, this fine old regiment, the victors in many a hard fought field, will be equal to the occasion and give a good account of itself.

WILLIAM SULLIVAN, 21, of Ireland, and Henry Day, 25, of England, privates in the Buffs, were charged before Captain Thomsett this morning with stealing a silver watch, valued at £7 10s., the property of Color Sergeant Stackpole of the same regiment. The watch was stolen from the Color Sergeant's room, while he was absent from it, on the evening of the 28th, and in consequence of something he heard from private J. Smith, he made enquiries and learned that the defendants had sold the watch at the Wong-hing-wat watchmaker's shop, No. 172, Queen's Road Central, for \$71. Accompanied by Police Sergeant Quincey, Color Sergeant Stackpole went to the shop, where the shopman, after some hesitation, admitted having bought a watch from a soldier, and gave up the time-piece to the police. The shopman asked Sullivan for a receipt, who wrote on a piece of paper a name not his own, and he picked out Sullivan and Day from among several other soldiers at the Central Station. Private Dovey of the Buffs, according to the evidence, saw Day standing outside, and Sullivan in the Color Sergeant's room on the evening of the 28th. He asked Day what they were doing, who replied that Sullivan had gone into the room to see what he could get. At 9 p.m. Day called to him at the gate and asked him if he would like a drink. He went to the defendants' room at 10.30 p.m., after lights were out, when Day gave him half a tumbler of rum, which he drank. Sullivan said they had the Color Sergeant's watch and had sold it for \$71. Day said Sullivan took the watch from the Color Sergeant's room and sold it. Next day he (Dovey) had two or three glasses of liquor with them, and got confined for being drunk. Defendants being the worse for liquor, he (Dovey) took no notice of what they said about the watch.—In answer to Sullivan, Dovey said he did not tell him (Sullivan) on the evening of the 28th that he (Dovey) had been in the Color Sergeant's room, and had taken his watch, nor did Sullivan give him a dollar as part of the proceeds, nor did he go to him (Sullivan) on the 29th and ask him, if he had any more money left.—Sullivan's defence was, that private Dovey gave him the watch to sell on the evening of the 28th, and he sold it.—Day said in his defence that Sullivan asked him to go into town that evening, saying he had some money, and when they had got part of the way Sullivan pulled out the watch, and said private Dovey had given it to him to sell, but would not say where Dovey had got it. He accompanied Sullivan into the shop where the watch was sold. They took two bottles of rum back to barracks, and after lights were out, private Dovey went to their room and had a share of it, and next day some more.—Lieutenant Holme, who attended on behalf of the regiment, gave Dovey (one of the witnesses) and Sullivan a fair character, and Day a bad character. Captain Thomsett told Sullivan he had aggravated his offence by the nature of the receipt he gave the watchmaker. (The name on the paper was partly composed of an obscene term.) His (Sullivan's) character was given as fair, but he was the principal in the case. The crime was a serious one, particularly in a regiment, and the punishment must be severe. Day's character was given as bad. He would sentence both to four months' hard labour each.—The watch was given up to Color Sergeant Stackpole, and the shopman told that he should be more careful in purchasing valuable articles from soldiers.—Seeing he bought a watch worth about \$40 for \$71, we think he ought to consider himself lucky in getting off with the loss of the latter amount. There is an old legal maxim, we believe, to the effect that the receiver is worse than the thief.

It is notified in the *Gazette*, that Monday next, August 7th, being a Bank Holiday, will be observed as a holiday by the Government departments.

COPIES of two letters from H.R.H. the Prince of Wales, together with reports of the proceedings which have recently taken place in England in connection with the proposed establishment of a Royal College of Music, are published in the last issue of the *Government Gazette* by request of the Earl of Kimberley.

A SENTENCE of six months' hard labor was passed this morning by Mr. Wodehouse on the Chinaman who, on the night of the 24th instant, effected an entrance into the house of a woman living in Sai-ying-poon, by operating on the bolt of the trap-door with some sharp instrument, and stole clothing and jewellery valued at \$12.40.

THE band of the "Buffs" gave another moonlight promenade concert in the Botanic Gardens on Saturday night. The evening was beautiful and enticed a large number to listen to an excellent programme, performed under the leadership of Bandmaster Quinn. Somewhat time since we believe a movement was started for the purpose of obtaining funds for supplying the bandmen with light refreshment at these concerts, but we learn that little or nothing has been done in the matter. It would not require a large amount to provide this very necessary refreshment, and we are certain that if the movement were properly worked it would meet with a deal of support. Are there none amongst those who regularly enjoy these concerts energetic enough to take proper steps to see this grievance set right?

## HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

The ordinary half-yearly meeting of shareholders was held at the office of the Company, No. 55, Queen's Road, this afternoon. There were present—The Hon. E. R. Bellios (Chairman), Messrs. A. Melver, W. Reiners, and Hon. F. B. Johnson (Directors), and Messrs. H. Foss, T. Arnold, W. Morgan, J. F. da Rosa, J. C. dos Remedios, J. B. Gomes Jr., A. B. Polishwalla, H. Ismail, A. F. Vaucher, T. J. Colacao, B. Goldsmith, F. Henderson, J. C. Cox and P. A. da Costa (Secretary).

The notice of the meeting having been read by the Secretary,

The Chairman said the report and accounts for the past half year were now on the table. He was happy to meet them to-day with documents shewing better results than were expected when they last met. A large sum had been carried to working account, and almost the whole of it would be spent during the current half year. New boilers had been ordered for the *White Cloud*, and, coupled with other repairs to the hull, the amount required to be spent on that vessel was estimated at from 28 to 30,000 dollars. A new steam winch, anchors and chains were coming out for the *Pawan*. These, in addition to repairs to her boilers and doubling of her steel plates, would entail an expense of \$14,000 on the steamer. It was the first time since the steamers were built that so heavy outlays were incurred on repairs. They should render the *White Cloud* good for ten years, and the *Pawan* for an indefinite period as regarded her hull, and for seven years as regarded her boilers. The *Kiungchow* had been lately surveyed in dock, the hull being found perfectly sound. Her boilers could be improved at a cost of \$4,000. The aggregate of these figures would appear a formidable sum; but since 1879 he was happy to mention they had spent on repairs only \$18,000, a sum very small indeed considering they had kept the fleet in good working order, and performed the services satisfactory to the public. Strictly speaking, the items mentioned should be taken out of the expenses of the past half year, but it was deemed expedient to write them off the current half year. The fleet would be then in good order. They had purchased the *Kiungchow* and *Yot-sai*. The Directors were averse to buying up opposition steamers, but in this instance they had laid out \$37,500, not only to quash opposition, but to complete the services by having another boat on the night line between Hongkong and Canton. The passage money and freights of the *Kiungchow* were just sufficient at present to cover running expenses and leave a small profit. They intended replacing the *Spark* on the Canton and Macao line by the *Yot-sai* as a more suitable boat for the service. From advices received, the *Honan* had proved a great success, and the agents had written to say she would take the "thine" out of every river steamer in this part of the world. They (the Directors) only hoped she would be seen in the harbour ere long.

No questions being put, the Chairman proposed the adoption of the report and accounts, which was seconded by Mr. Arnold and carried unanimously.

Mr. Reiners proposed the re-election of the retiring directors, the Hon. E. R. Bellios and Mr. A. Melver, which was seconded by Mr. da Rosa and carried unanimously.

The re-election of the retiring auditors, Messrs. L. Hauschild and T. Arnold, was proposed by the Hon. F. B. Johnson, seconded by Mr. W. Morgan, and carried unanimously.

The Chairman then said that as all the business, and he begged to thank the shareholders present for their attendance. The dividends would be payable to-morrow.

A vote of thanks to the Chairman, Directors, and Secretary for their good management of the Company's business during the past six months, proposed by Mr. J. B. Gomes Jr. and carried by acclamation, terminated the proceedings.

"Tell your mistress that I've torn the curtain," said a lodger to a female domestic. "Very well, sir; mistress will put it in the bill as extra rent." "The mill will never grind with the water that is past," may be, but the hand-organ grinds right along with the airs that are past a couple of hundred years.

## FOOCHOW.

Our attention has been directed to a Chinese document, which has been recently posted about the Foreign settlement, relating to the old grievance of the purchase of land by foreigners from the natives.

We understand that a temporary Telegraph Station has been opened on Tsing-Sau—a small island about six miles distant from Amoy. There is a light-house on the island. The breakage in the cable is inside this island.

We observe that Signor Chiarini's Circus, which has recently given such satisfaction to the Hongkong and Shanghai communities, is to visit Foochow next week. We hope that the Signor may have more propitious weather than he has recently experienced in Shanghai. The site selected for the Hippodrome is on a piece of open ground close to the Customs Road. We have little doubt about Signor Chiarini receiving large patronage from the natives, to whom the novelty will undoubtedly be most appreciable.

The thunderstorm, which passed over Foochow about noon on Friday last, occasioned some damage. The building in course of erection opposite the Missionary residences was struck by the lightning in two places, the semi-erected structure being strewn from its top to the ground. One of Messrs. Hedge & Co.'s cargo boats, which was lying off Messrs. Gitting & Co.'s godowns, was struck amidstships, the electric fluid passing through the bottom of the vessel. Fortunately the latter was not laden at the time, and the damage therefore was not very considerable. We also learn that the United States Consulate was struck by the lightning, but no damage of any consequence was sustained. We do not hear of any lives being sacrificed during the storm in Foochow, but a boy of nine years of age was struck dead at the Anchorage.

Our Chinese Correspondent at the Anchorage sends us news of the assault on Friday last which terminated fatally. Our very literal translation must be taken *cum grano salis*, and for the more authentic account of the affair we refer our readers to that of the *Herald's* leader. The Chinese version is that at about nine o'clock in the evening, a Mandarin, who is said to be accustomed to occupy his leisure hours by instructing youths in Musketry exercise, had occasion to remonstrate with one of his pupils, who immediately turned to account his knowledge of the use of the butt end of his weapon and inflicted a sharp blow on his instructor's shoulder. One kick from the latter, in the region of the stomach—caused the deceased to expire almost immediately. The offender was equal to the occasion, and directly procured a cord, which he bound tightly round the juveniles' neck, and at the same time, circulated the report that he had committed suicide. The mother of the deceased was informed of the exact circumstances under which her son met with his death, and, although the large amount of \$300 (a fortune to a China-woman) was tendered, as recompense, the same was rejected, and the affair was investigated.

We are informed that on the 14th of this month the Viceroy of Fokien took over charge of the functions of the Governor T'ien, who on that day delivered up the seals of office. The latter, accompanied by his Taiwan troops, is to leave Foochow in a few days for the province of Yunnan, where he will act as viceroy *ad interim*. T'ien had formerly with him in Yunnan, a trusted counsellor, now a medical mandarin in Foochow, who has been provisionally appointed Grain Taitai and entrusted with the duty of transacting business with the Foreign Consuls. We learn that the latter have little cause to rejoice at the appointment of this gentleman, who neither knows nor understands the foreign treaties and who is more prone to complicate than to arrange matters with which he has to deal.—*Herald*.

## SHANGHAI.

The Che-hien, Moh, who has been Magistrate here for about five years, is removed.

The Mixed Court is about to change quarters. A site secured near the Racquet Court was inspected yesterday.

A sale has been made of a piece of land in the Fokien Road at the rate of T's. 5,000 per mow. Ex-Taitai H.E. Liu leaves for Tientsin to-day, and a considerable number of Chinese merchants paid their farewell respects to him at the Taitai's yamen in the City this morning.

The Taitai of Shanghai has charged himself with the representation of China at the Dutch Exhibition by sending the exhibits for the Chinese section.

Training for the Autumn Meeting is actively proceeding; there were about 50 ponies out on the course this morning. We hear that coffee at the Grand Stand is to commence on the 11th prox.

The *Daily News* of this morning publishes a long and interesting letter from a correspondent at Newchwang, giving a detailed account of the maltreatment of Abbe Conraux by some Chinese soldiers at Hulan. The mandarins are said to be really to blame. The use of a revolver by the priest is an unfortunate complication, which will not be easy to explain away.

The three American torcha captains, Fuller, Lee, and Mackenzie, were tried last week at Ningpo, before the U.S. Consul, Mr. Stevens; Dr. Lord, Associate; and the Chin-hien and the Taitai's Secretary watching the case. Major Watson, controller of police, was the prosecutor, and the prisoners were charged with brutally assaulting a certain Chinaman named Captain Chang, and thereby endangering the peace of the settlement. The prisoners were convicted, and the judges' summing up occupied fully half an hour, which our correspondent says was delivered with great emotion. The prisoners were sentenced to three months' imprisonment in the United States Consular Gaol at Shanghai, and in addition were fined \$100 each. The prisoners were brought up to Shanghai yesterday. It is reported at Ningpo that the U.S. Consul intends to have the Chinese captain prosecuted for the nuisance he committed, and which led to the disturbance.—*Mercury*.

In Hongkong there is a charitable institution known as the Pao Shao-chi. It is mainly supported by subscriptions, and within its walls the sick are cared for, the poor fed, and the naked clothed. The other day a Chinaman conceived the idea that to use the reputation of this institution would be a splendid way to raise a few dollars. He soon collected two dollars on behalf of the institution, but appropriated them to his own use. His plan was detected, and this morning he appeared before Chen, at the Mixed Court. As a warning to others, he was ordered to be caged for one week and placed on exhibition in front of the establishment in Hongkong.

Our Ningpo correspondent briefly writes and informs us that the United States Consul there, Edwin Stevens, Esq., has devoted a great deal of time to the investigation of the charges against Alexander Fuller, Thomas Allen, and William McKenzie, the three American citizens who were implicated in the disturbance that occurred there some time ago, during which a Chinese naval officer was seriously injured. He states that they have each been fined \$100, and sentenced, in addition, to three months' imprisonment. They arrived here yesterday morning in the steamship *Thurston*, and are now inmates of the United States Consular Gaol. We hope, in a few days, to receive further particulars about the trial.—*Courier*.



## TIENTSIN.

[FROM OUR CORRESPONDENT.]

July 17th, 1882.  
The weather has been, since my last, very unsettled; a great quantity of rain has fallen, which has really done good to the parched soil.  
H. B. M. gun-vessel *Moore* arrived last week and is to leave on the 20th for Newchwang, like the *Sheldrake* last year, on a flying visit, as they call it on board.  
I enclose the report for 1881 of the Laoling Medical Mission which has been circulated through the Superintendent, the Revd. J. Innocent. Dr. Stenhouse really deserves to be complimented for the amount of work done by him—*Mercury*.

## HOME NEWS.

We take the following telegraphic items from the *Strait Times*—

LONDON, July 4th.  
Mr. O'Donnell, M.P. for Dungarvan, was suspended for a fortnight, for insulting the Chairman in the House of Commons last Saturday.

ALEXANDRIA, July 5th, midnight.  
Thirty-one thousand of the Egyptian army reserve have been supplied with arms.

CONSTANTINOPLE, July 5th.  
The Conference has decided to invite the Porte to send troops to Egypt.

BOMBAY, July 6th.  
A very important step has been taken for the protection of the Suez Canal. An expeditionary force will be immediately despatched from Bombay for the express purpose of guarding the Canal. This force will consist of 1,800 European and 5,000 Native troops. This includes three Batteries of Artillery and a proportionate number of horses.

For transport purpose 2,000 mules have been collected.  
It is understood that this Indian contingent will hold the line between Suez and Ismailia in the capacity of Canal cordonnaires.

A separate line of railway will most probably be constructed along the course of the Canal from Suez to Port Said; the present railway being left out of calculation.

The Bombay Brigade will be under the command of Colonel O. V. Tanner, C.B., at present Commandant of the 29th N. L., or the 23rd Helioch Regiment stationed at Kurrachee.

At a large parade this morning, His Excellency the Commander-in-Chief congratulated the 16th Native Regiment on being selected for Egypt.

The Madras regiments go to Aden in reserve.  
BOMBAY, July 6th.

Orders have been issued at the Bombay Dockyard to make all possible preliminary preparations for the despatch of an Indian contingent to Egypt, consisting of 4,000 infantry, 900 cavalry, and two batteries of artillery; Bombay furnishing a brigade consisting of the 72nd Highlanders, one garrison battery and two native regiments, with Colonel Tanner in command.

Large siege trains are preparing at the Agra and Bombay arsenals.  
Tenders for tonnage have not yet been issued, and so far only preliminary preparations are being pressed forward, so that when final orders come there shall be no unnecessary delay.

LONDON, July 6th.  
The Premier, in reply to a question in the House of Commons, said there was no intention of asking Parliament for a vote of credit as facts at present did not justify such a step.

July 7th.  
The first Army Corps for Egypt will consist of 35,000 men, England contributing 15,000, and India, Aden and the Mediterranean stations 10,000. It is reported that Sir Garnet Wolseley will be chief in command with Sir Evelyn Wood as chief of his staff.

The Egyptians, replying to Admiral Seymour's ultimatum respecting armaments at Alexandria, have declared that the complaints are groundless. The tension continues.

General Sir Evelyn Wood has been ordered to prepare to proceed to Egypt.  
Rear-Admiral Hoskins has been appointed second in command of the fleet at Alexandria. The 47th and 56th Regiments have been ordered to embark for Gibraltar to-morrow.

The Channel Squadron with two British Infantry Regiments will leave Malta for Alexandria to-night.

July 8th.  
The Channel Squadron with two regiments of infantry which left Malta last night is ordered to proceed to Cyprus, not to Alexandria.

The Conference on Monday invites Turkish intervention in Egypt. If the proposal is declined a Mixed Occupation is probable.

Admiral Seymour, replying to representations of Councils, said he must carry out his instructions respecting the ultimatum, but proposed 24 hours' notice before firing.

Meanwhile the Egyptians have ceased the works on armaments.

July 9th.  
The first battalion of the Berkshire regiment has embarked at Gibraltar for Egypt. The panic at Alexandria continues unabated, although the armaments are not renewed.

ALEXANDRIA, July 9th.  
The Egyptians resuming the armaments, Admiral Seymour has demanded the surrender of the forts in twelve hours.

Arab Pasha has refused to comply with a formal summons of the Sultan to go to Constantinople.

BOMBAY, July 10th.  
The Superintendent of the Eastern Telegraphs Company, Bombay, has placed the following news at our disposal:—"All Europeans have been ordered to quit Suez. The Suez cable is temporarily interrupted."

ALEXANDRIA, July 10th.  
All the foreign consuls are now absent. Mr. Cartwright, the Acting British Consul-General, has notified to the consuls the desirability of summoning their subjects to come aboard within 24 hours.

Admiral Seymour is awaiting instructions before giving the Egyptians final notice before commencing hostilities.

The mails are henceforth to be taken through the Suez Canal.

LONDON, July 10th.  
The autumn manoeuvres have been countermanded.

Admiral Seymour has announced to the Egyptians that he will commence the bombardment of Alexandria at 4 to-morrow (Tuesday) morning. The French fleet will not participate in the bombardment.

The British Consul-General has notified to the Egyptian Government the suspension of friendly relations, and has announced to Derwish Pasha that he holds him responsible for the safety of the Khedive.

July 11th.  
Advices from Alexandria state that the foreign consuls protested against the threatened bombardment. The foreign fleets remain outside the harbour, the British ships alone confronting the forts. There are no signs of yielding as yet.

The Conference is at a standstill pending the result at Alexandria.

Lord Granville, replying to a question in the House of Lords, said that the temporary suspension of the forts at Alexandria was required for the purpose of disarming them.

Mr. Gladstone said the House of Commons would adjourn early and reassemble in October for the discussion of procedure.

Admiral Seymour has prohibited any merchant vessels entering the Suez Canal whilst the bombardment of Alexandria continues. The Suez Canal Company has formally protested against this as being a violation of the neutrality of the Canal.

CONSTANTINOPLE, July 11th.  
Said Pasha has been appointed Grand Vizier. ALEXANDRIA, July 11th.

The bombardment by the British still continues; about 40 have been wounded. The loss on the Egyptian side is heavy.

LONDON, July 11th.  
The latest from Alexandria state that the forts along the sea-front have been silenced. The bombardment of the harbour forts is to be continued to-morrow. A landing party from the ironclad *Invincible* blew up the guns of Fort Mex. The Khedive's palace is laid in ruins. The Egyptians made a good stand and fought well.

Mr. Gladstone said that the Queen has not yet advised the employment of Indian troops in Egypt.

The *Australia* left Aden for Colombo at noon to-day.

BOMBAY, July 12th, 10-14 a.m.  
A telegram from Alexandria dated 9 o'clock this morning states that the bombardment was vigorously being carried on. Two forts had already been blown up and one silenced, whilst the fire of the others had slackened.

LONDON, July 12th.  
The British loss yesterday was 5 killed and 27 wounded. The Egyptian loss is believed to be heavy. The British ships have been only slightly damaged.

Anxiety prevails as to whether the bombardment is justified by the peculiar circumstances. The Turkish Ambassador in London has urgently demanded the cessation of the bombardment, and has dilated upon the serious consequences likely to result.

The *Times* says that 7,000 of the army reserves will be called upon to replace the unseasoned troops of the first army corps for Egypt.

The bombardment of Alexandria was resumed this morning. The Egyptians last night repaired the damages of some of the forts.

ALEXANDRIA, July 12th, 1 p.m.  
The Egyptians are displaying flags of truce from the forts. Steamers bearing flags of truce are now nearing the British fleet.

LONDON, July 12th, Evening.  
The bombardment of Alexandria has been suspended, pending negotiations going on under a flag of truce.

The Admiralty have authorized merchant vessels to pass the Canal at their own risk.

CEYLON, July 13th.  
Memo. from Agent P. & O. S. N. Co. to the Editor *Observer*. Copy of telegram just received from Suez (P. & O. Agent) *Suez*, *Adena*, entered Canal, Tuesday afternoon, followed by merchant vessels.

BRITISH NAVAL FORCE IN THE EAST.

The following ships of the Mediterranean Squadron are now at Alexandria: *Alexandra*, 12 guns, 671 men; *Superb*, 16, 620; *Thetis*, 8, 534; *Monarch*, 7, 515; *Invincible*, 14, 450; *Invicta*, 4, 340; *Concorde*, 3, 100; *Bittern*, 3, 90; *Racon*, 4, 75; *Coquette*, 4, 50 (Port Said); *Cygnet*, 4, 59; *Cockatrice*, 2, 70 (Galaia); *Hilary*, 4, 73; *Ready*, 4, 73 (Suez); and *Dragon*, 6, 130 (Suez).

The ships of the Channel and Reserve squadrons available for immediate service in the East, awaiting further orders, are: Channel Squadron, at Malta—*Minotaur*, 17 guns, 700 men; *Agincourt*, 17, 705; *Achilles*, 16, 705; *Northumberland*, 17, 706; *Sultan*, 12, 400; and *Salamis*, 2, 74. The Reserve, at Gibraltar—*Hercules*, 14 guns, 340 men; *Hector*, 18, 327; *Lord Warden*, 18, 327; *Abulbas*, 12, 330; *Warrior*, 32, 340; *Defence*, 16, 307; *Vulcan*, 18, 334; and *Penelope*, 11, 223.

The Detached Squadron, which could easily be placed at the disposal of the Commander-in-Chief in the Mediterranean if required, comprises: *Invincible* (16 guns), *Tourmaline* (12), and *Carysfort* (14).

On June 22nd, the *Bellicose*, guardship (4 guns, 180 men), left Kingstown under immediate orders for Portsmouth, preparatory to joining the Mediterranean fleet. The *Hecla*, torpedo store ship, has left for the latter station.

The *Supply*, tank ship, which is provided with powerful pumps, capable of delivering from eighty to 100 tons of water per hour, and was to have gone to Bermuda, is under orders to proceed as soon as possible to the Mediterranean.

MAILED EXPECTED.

THE AMERICAN MAIL.  
The P. M. S. S. Co.'s steamship *City of Tokio* left San Francisco on the 1st instant, and is due here on or about the 1st August.

THE ENGLISH MAIL.  
The P. & O. S. N. Co.'s steamer *Shannon* left Singapore at 6 p.m. on the 28th instant, and is due here on the 2nd August.

STEAMERS EXPECTED.

The steamer *Mriouethshire* left Singapore on the 25th instant, and may be expected here on or about the 31st.

The steamer *Vortigern* left Sydney on the 16th instant, and may be looked for here on or about the 13th August.

Post Office.

A MAIL WILL CLOSE  
For Saigon.—Per *Pernambuco*, to-day, the 31st instant, at 5 P.M.

For Hoihow, Pakhoi, and Haiphong.—Per *Salle*, to-day, the 31st instant, at 5 P.M.

For Hoihow and Pakhoi.—Per *Greyhound*, to-day, the 31st instant, at 5 P.M.

For Swatow, Amoy, and Tamsui.—Per *Halong*, to-morrow, the 1st August, at 11.30 A.M.

For Swatow.—Per *China*, to-morrow, the 1st August, at 11.30 A.M.

For Shanghai.—Per *Ningpo*, to-morrow, the 1st instant, at 11.30 A.M.

For Yokohama.—Per *Lord of the Isles*, to-morrow, the 1st instant, at 3.30 P.M.

For Swatow, Amoy, & Foochow.—Per *Kwangtung*, on Wednesday, the 2nd August, at 11.30 A.M.

For Saigon.—Per *Benledi*, on Wednesday, the 2nd instant, at 3.30 P.M.

For Foochow, Brisbane, Sydney, Melbourne, &c., &c.—Per *Catterithun*, on Wednesday, the 2nd August, at 3.30 P.M.

For Kobe and Nagasaki.—Per *Sumida Maru*, on Friday, the 4th August, at 3.30 P.M.

For Saigon.—Per *Phanix*, on Friday, the 4th instant, at 3.30 P.M.

For Singapore, Port Darwin, Thursday Island, Cooktown, Townsville, Keppel Bay, Sydney, Melbourne, Adelaide, &c., &c.—Per *Memmut*, on Friday, the 4th August, at 3.30 P.M.

For Nagasaki and Yokohama.—Per *Sunda*, on Saturday, the 5th August, at 11.30 A.M.

## To-day's Advertisements.

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"LORD OF THE ISLES."  
Captain Felgate, will be despatched for the above Port, TO-MORROW, the 1st August, at FOUR P.M.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, 31st July, 1882. [538]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"LORD OF THE ISLES."  
Captain Felgate, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama, unless notice to the contrary be given before FIVE P.M., TO-DAY, the 31st instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognised.

RUSSELL & Co., Agents.  
Hongkong, 31st July, 1882. [539]

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the rate of 5 per cent. or \$3.75 PER SHARE, declared at the ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS held THIS DAY, will be Payable at the HONGKONG AND SHANGHAI BANK on and after TO-MORROW (TUESDAY), the 1st August.

Shareholders are requested to apply at the Office of the Company for Warrants.  
By Order of the Board of Directors,  
P. A. DA COSTA, Secretary.

Hongkong, 31st July, 1882. [541]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on THURSDAY, the 3rd day of August, 1882, at 3 P.M., on the Premises.

By Order of the MORTGAGEE.  
Firstly.—All that Piece or Parcel of GROUND registered in the Land Office as INLAND LOT No. 341, measuring on the North and South sides 70 feet, on the East in Shelley Street 75 feet, and on the West 75 feet.

Secondly.—All that Piece or Parcel of GROUND registered in the Land Office as REMAINING PORTION OF INLAND LOT No. 342, measuring on the North and South sides 70 feet, East in Shelley Street 36 feet, and on the West 29 feet.

Thirdly.—All that Piece or Parcel of GROUND registered in the Land Office as SECTION D OF INLAND LOT No. 392, measuring on the North and South sides 16 feet and 9 inches, and on the East and West sides 50 feet.

Fourthly.—All that Piece or Parcel of GROUND registered in the Land Office as SECTION D OF INLAND LOT No. 392, measuring on the North and South sides 17 feet and 5 inches, and on the East and West sides 50 feet.

Together with the EIGHT HOUSES erected thereon, viz.—6 HOUSES in Shelley Street, Nos. 15, 17, 19, 21, 23, and 25; and TWO HOUSES in Mosquito Street, Nos. 1 and 3.

For Particulars and Conditions of Sale, apply to  
J. M. GUEDES, Auctioneer.

or to  
STEPHENS & HOLMES, Solicitors for the Mortgagee.  
Hongkong, 31st July, 1882. [535]

PUBLIC AUCTION.

THE Undersigned has been instructed to Sell by Public Auction, on SATURDAY, the 5th August, 1882, at 3 P.M., on the Premises.

By Order of the MORTGAGEE.  
THREE HOUSES in Third Street, Singapore, Nos. 84, 86, and 88. Registered in the LAND OFFICE as SUBSECTION A OF SECTION B OF INLAND LOT No. 681. Yearly Crown Rent \$15.60.

For Further Particulars and Conditions of Sale, apply to  
J. M. GUEDES, Auctioneer.

Hongkong, 31st July, 1882. [536]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 9th August, 1882, at 2 P.M., on the Premises.

ALL that PIECE or Parcel of GROUND registered in the LAND OFFICE as SECTION D OF MARINE LOT No. 28C, measuring on the North and South sides 14 feet and 6 inches, and on the East and West sides 86 feet. Together with the MESSUAGES erected thereon and known as No. 85, Jervois Street, No. 16, Burd Street, Nos. 8 and 10, Cleverly Street.

For Further Particulars and Conditions of Sale, apply to  
J. M. GUEDES, Auctioneer.

Hongkong, 31st July, 1882. [537]

AMERICAN NOVELTY COMPANY.

WHOLESALE IMPORTERS  
AND  
GENERAL PURCHASING AGENTS  
FOR  
EVERY DESCRIPTION  
OF  
AMERICAN GOODS.  
S. B. LEWIS, Manager.

Hongkong, 31st July, 1882. [540]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY, Proprietor.  
Hongkong, 24th June, 1881. [495]

## Amusements.

EXPECTED SHORTLY.

RETURN AND FAREWELL VISIT TO HONGKONG OF  
G. CHIARINI'S  
ROYAL ITALIAN CIRCUS AND PERFORMING ANIMALS.

THE MOST GIGANTIC AND MOST TREMENDOUS SHOW EVER BROUGHT TO CHINA.



RETURN OF THE GREAT CONFEDERATION OF CIRCUS TALENT.

THE CHAMPION RIDERS.

BEAUTIFUL EQUESTRIENNES, DARING GYMNASTS, CLASSICAL

ATHLETES, JUGGLERS, CONTORTIONISTS, FUNNY CLOWNS,

DIMINUTIVE PONIES,

AND THE

WILD BEASTS.

The Greatest Living Horse Educator,

SIGNOR CHIARINI,

and his Magnificent Horses of World-wide Fame.

THE LEADING STARS OF BOTH HEMISPHERES ARE HERE

ASSEMBLED TOGETHER.

THE ROYAL BENGAL TIGERS!!!

AND

PROF. JOHNSON, THE CELEBRATED WILD BEAST TAMER.

THE ELEPHANTS FROM CEYLON.

THE ZEBRA FROM SOUTHERN AFRICA.

THE BLACK PANTHERS, (MAN-EATERS OF JAVA.)

THE WONDERFUL KANGAROO, (AUSTRALIAN MARSUPIAL.)

THE CYNOCEPHALUS PORCARIA FROM MADAGASCAR.

THE SACRED BULL FROM BENARES.

THE INDIAN GAZELLE.

THE LIVING OURANG-OUTANG FROM BORNEO.

THE LAMPOON MONKEYS FROM SUMATRA, BORNEO, CELEBES,

&amp;c., &amp;c., &amp;c.

IN ADDITION TO WHICH WILL APPEAR THE IMPERIAL SHIMIDZU

JAPANESE TROUPE

(8 IN NUMBER.)

Recently engaged by Signor CHIARINI at an enormous outlay of Money to travel with his already recognised Great Company.

FRANK G. WILSON,

Advance Agent.

Hongkong, July 24th, 1882. [519]

## Intimations.

HINGKEE'S HOTEL, MACAO.

HINGKEE'S NEW HOTEL ON THE

PRAIA GRANDE

(CLOSE TO THE PUBLIC GARDENS)

is the Largest Hotel ever opened in Macao.

SPLENDID ACCOMMODATION FOR

FAMILIES AND VISITORS.

A First Rate Table; capital attendance; Wines

and Spirits of the Best Quality only; and

Charges Strictly Moderate.

ENGLISH AND AMERICAN BILLIARDS.

Macao, 15th July, 1882. [504]

## IMPORTANT NOTICE.

IN deference to the wishes of a large number of subscribers we have determined on and after MONDAY, July 24th to issue the "HONGKONG TELEGRAPH" SPECIAL ADVERTISEMENT SHEET at NOON instead of as at present. Several important alterations will also be made in the get-up of the sheet. In addition to the usual shipping information all the interesting items of late news, such as telegrams, local occurrences, &c., will be published. A special report of share and other important business up to 11.30 A.M. will appear daily in the SPECIAL ADVERTISEMENT SHEET. Advertisements for the morning sheet, which are inserted without extra charge, must be handed in not later than 11 A.M. The SPECIAL ADVERTISEMENT SHEET is issued GRATIS to all the Mercantile and Shipping Houses, Chinese Hongs, and places of public resort, and is the best and Cheapest Advertising Medium in the Colony.

"HONGKONG TELEGRAPH" OFFICE,  
6, PEDDAR'S HILL.  
Hongkong, 22nd July, 1882.

## SUN SHING.

DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crapes, Shawls, Lacquered and Ivory Wares, Curios, &c., &c. The best house in the trade for high-class Curios. GOLD and SILVER JEWELRY of the most artistic designs, Engraving on Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms.

No. 112, QUEEN'S ROAD, CENTRAL, HONGKONG.  
Hongkong, 1st May, 1882. [298]

## Intimations.

J. M. GUEDES.

HOUSE AND LAND BROKER,

AUCTIONEER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET, HONGKONG.

Hongkong, 23rd January, 1882. [62]

J. AND R. TENNENT'S ALE AND

PORTER.



## Commercial.

## THIS DAY.

Noon.

The only transaction in the share market that has come to our notice this morning, is a sale of Docks at 47 per cent. premium, being an advance of one point on Saturday's quotation.

4 o'clock p.m.

Nothing further has been done in the sale of shares since noon, the settlements occupying the attention of all connected with the share market.

## SHARES.

Hongkong and Shanghai Bank—127 per cent. premium, sellers.  
Union Insurance Society of Canton—\$1,625 per share, buyers.  
China Traders' Insurance Company—\$1,675 per share, buyers.  
North China Insurance—£1,225 per share, ex. div.  
Canton Insurance Company, Limited—\$80 per share.  
Yangtze Insurance Association—£15. 870 per share.  
Chinese Insurance Company—\$235 per share.  
On Tai Insurance Company, Limited—£15. 150 per share.  
Hongkong Fire Insurance Company—\$985 per share, buyers and sellers.  
China Fire Insurance Company—\$325 per share, buyers and sellers.  
Hongkong and Whampoa Dock Company—47 per cent. premium, sales.  
Hongkong, Canton, and Macao Steamboat Co.—\$31 per share premium, sales and buyers.  
Hongkong Gas Company—\$85 per share.  
Hongkong Hotel Company—\$102 per share, ex. div.  
Indo-China Steam Navigation Company, Limited—100 per cent. premium.  
China Sugar Refining Company, Limited—\$180 per share, buyers.  
China Sugar Refining Company (Debtentures)—3 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$129 per share, buyers.  
Hongkong Ice Company—\$135 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$60 per share.  
Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.  
Chinese Imperial Loan of 1881—21 per cent. prem.

## EXCHANGE.

ON LONDON.—  
Bank Bills, on demand ..... 3/9  
Bank Bills, at 30 days' sight ..... 3/9 1/2  
Bank Bills, at 4 months' sight ..... 3/9 1/2  
Credits, at 4 months' sight ..... 3/9 1/2  
Documentary Bills, at 4 months' sight ..... 3/9 1/2  
ON PARIS.—  
Bank Bills, on demand ..... 4/70  
Credits, at 4 months' sight ..... 4/82  
ON BOMBAY.—  
Bank Bills, on demand ..... 22 1/2  
ON CALCUTTA.—  
Bank Bills, on demand ..... 7 1/2  
Private, 30 days' sight ..... 7 1/2

## OPUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, \$620  
(Allowance, Tuals 40.)  
OLD MALWA ..... per picul, \$680  
(Allowance, Tuals 24.)  
NEW PAISA (without choice) per chest, \$592 1/2  
New Patna (bottom) ..... per chest, \$595  
Old Patna (without choice) per chest, \$562 1/2  
Old Patna (first choice) ..... per chest, \$565  
Old Patna (second choice) ..... per chest, \$560  
Old Patna (bottom) ..... per chest, \$567 1/2  
NEW BENARES (without choice) per chest, \$555  
NEW BENARES (bottom) ..... per chest, \$557 1/2  
OLD BENARES (without choice) per chest, \$525  
OLD BENARES (bottom) ..... per chest, \$527 1/2  
PERSIAN ..... per picul, \$400

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER &amp; CO.'S REGISTER.)

Barometer—P.M.	Thermometer—P.M.	Thermometer—A.M.	Thermometer—P.M. (Wet bulb)	Thermometer—P.M. (Wet bulb)	Thermometer—P.M. (Wet bulb)
29.70	80.0	77.0	72.0	79.0	79.7
Thermometer attached	80.0	80.0	80.0	80.0	80.0
Direction of Wind.	E. N.E.	N.W.	W	S.E.	E.
Force	2	4	2	1	4
Dry Thermometer.	80.0	80.0	80.0	80.0	80.0
Wet Thermometer.	70.0	78.0	78.0	78.0	78.0
Weather	b.c.	b.c.	b.c.	b.c.	b.c.
Hour's Rain.	—	—	—	—	—
Quantity fallen.	—	—	—	—	—

## CHINA COAST METEOROLOGICAL REGISTER.

## THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, ETC., &c.	HONG- KONG.		AMOI.		SWATOW HAI.		NAGA- SAKI.	
	Previous day 5 P.M.		Previous day 5 P.M.		Previous day 4 P.M.		Previous day 1 P.M.	
	On date at 10 A.M.	On date at 10 A.M.	On date at 10 A.M.	On date at 10 A.M.	On date at 10 A.M.	On date at 10 A.M.	On date at 10 A.M.	
Barometer.....	29.70	29.77	29.77	29.70	29.70	29.77	—	—
Therm'ce attached	80.4	80.5	81.0	82.0	85.4	81.0	—	—
Direction of Wind.	E. N.E.		N.W.	W	S.E.	N.E.	—	—
Force.....	2	4	2	1	4	3	—	—
Dry Thermometer.	80.0	81.0	82.0	80.0	82.0	82.5	—	—
Wet Thermometer.	70.0	78.0	78.0	79.0	82.0	78.5	—	—
Weather.....	b.c.	b.c.	rain	b.c.	b.c.	b.c.	—	—
Hour's Rain.....	—	—	1	—	—	—	—	—
Quantity fallen.....	—	—	—	—	—	—	—	—

Barometer, level of the sea in fathoms, tent and hundreds.—Thermometer, in Fahrenheit degrees and tent kept in the open air in a shaded situation.—Direction of Wind, in registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N., etc.—Force of Wind, 0 calm, 1 to 3 light breeze, 4 to 10 violent, 11 to 15 fresh, 16 to 20 strong, 21 to 25 heavy, 26 to 30 violent, 31 to 35 very heavy, 36 to 40 hurricane, 41 to 45 typhoon, 46 to 50 cyclone, 51 to 55 very heavy, 56 to 60 hurricane, 61 to 65 typhoon, 66 to 70 cyclone, 71 to 75 very heavy, 76 to 80 hurricane, 81 to 85 typhoon, 86 to 90 cyclone, 91 to 95 very heavy, 96 to 100 hurricane, 101 to 105 typhoon, 106 to 110 cyclone, 111 to 115 very heavy, 116 to 120 hurricane, 121 to 125 typhoon, 126 to 130 cyclone, 131 to 135 very heavy, 136 to 140 hurricane, 141 to 145 typhoon, 146 to 150 cyclone, 151 to 155 very heavy, 156 to 160 hurricane, 161 to 165 typhoon, 166 to 170 cyclone, 171 to 175 very heavy, 176 to 180 hurricane, 181 to 185 typhoon, 186 to 190 cyclone, 191 to 195 very heavy, 196 to 200 hurricane, 201 to 205 typhoon, 206 to 210 cyclone, 211 to 215 very heavy, 216 to 220 hurricane, 221 to 225 typhoon, 226 to 230 cyclone, 231 to 235 very heavy, 236 to 240 hurricane, 241 to 245 typhoon, 246 to 250 cyclone, 251 to 255 very heavy, 256 to 260 hurricane, 261 to 265 typhoon, 266 to 270 cyclone, 271 to 275 very heavy, 276 to 280 hurricane, 281 to 285 typhoon, 286 to 290 cyclone, 291 to 295 very heavy, 296 to 300 hurricane, 301 to 305 typhoon, 306 to 310 cyclone, 311 to 315 very heavy, 316 to 320 hurricane, 321 to 325 typhoon, 326 to 330 cyclone, 331 to 335 very heavy, 336 to 340 hurricane, 341 to 345 typhoon, 346 to 350 cyclone, 351 to 355 very heavy, 356 to 360 hurricane, 361 to 365 typhoon, 366 to 370 cyclone, 371 to 375 very heavy, 376 to 380 hurricane, 381 to 385 typhoon, 386 to 390 cyclone, 391 to 395 very heavy, 396 to 400 hurricane, 401 to 405 typhoon, 406 to 410 cyclone, 411 to 415 very heavy, 416 to 420 hurricane, 421 to 425 typhoon, 426 to 430 cyclone, 431 to 435 very heavy, 436 to 440 hurricane, 441 to 445 typhoon, 446 to 450 cyclone, 451 to 455 very heavy, 456 to 460 hurricane, 461 to 465 typhoon, 466 to 470 cyclone, 471 to 475 very heavy, 476 to 480 hurricane, 481 to 485 typhoon, 486 to 490 cyclone, 491 to 495 very heavy, 496 to 500 hurricane, 501 to 505 typhoon, 506 to 510 cyclone, 511 to 515 very heavy, 516 to 520 hurricane, 521 to 525 typhoon, 526 to 530 cyclone, 531 to 535 very heavy, 536 to 540 hurricane, 541 to 545 typhoon, 546 to 550 cyclone, 551 to 555 very heavy, 556 to 560 hurricane, 561 to 565 typhoon, 566 to 570 cyclone, 571 to 575 very heavy, 576 to 580 hurricane, 581 to 585 typhoon, 586 to 590 cyclone, 591 to 595 very heavy, 596 to 600 hurricane, 601 to 605 typhoon, 606 to 610 cyclone, 611 to 615 very heavy, 616 to 620 hurricane, 621 to 625 typhoon, 626 to 630 cyclone, 631 to 635 very heavy, 636 to 640 hurricane, 641 to 645 typhoon, 646 to 650 cyclone, 651 to 655 very heavy, 656 to 660 hurricane, 661 to 665 typhoon, 666 to 670 cyclone, 671 to 675 very heavy, 676 to 680 hurricane, 681 to 685 typhoon, 686 to 690 cyclone, 691 to 695 very heavy, 696 to 700 hurricane, 701 to 705 typhoon, 706 to 710 cyclone, 711 to 715 very heavy, 716 to 720 hurricane, 721 to 725 typhoon, 726 to 730 cyclone, 731 to 735 very heavy, 736 to 740 hurricane, 741 to 745 typhoon, 746 to 750 cyclone, 751 to 755 very heavy, 756 to 760 hurricane, 761 to 765 typhoon, 766 to 770 cyclone, 771 to 775 very heavy, 776 to 780 hurricane, 781 to 785 typhoon, 786 to 790 cyclone, 791 to 795 very heavy, 796 to 800 hurricane, 801 to 805 typhoon, 806 to 810 cyclone, 811 to 815 very heavy, 816 to 820 hurricane, 821 to 825 typhoon, 826 to 830 cyclone, 831 to 835 very heavy, 836 to 840 hurricane, 841 to 845 typhoon, 846 to 850 cyclone, 851 to 855 very heavy, 856 to 860 hurricane, 861 to 865 typhoon, 866 to 870 cyclone, 871 to 875 very heavy, 876 to 880 hurricane, 881 to 885 typhoon, 886 to 890 cyclone, 891 to 895 very heavy, 896 to 900 hurricane, 901 to 905 typhoon, 906 to 910 cyclone, 911 to 915 very heavy, 916 to 920 hurricane, 921 to 925 typhoon, 926 to 930 cyclone, 931 to 935 very heavy, 936 to 940 hurricane, 941 to 945 typhoon, 946 to 950 cyclone, 951 to 955 very heavy, 956 to 960 hurricane, 961 to 965 typhoon, 966 to 970 cyclone, 971 to 975 very heavy, 976 to 980 hurricane, 981 to 985 typhoon, 986 to 990 cyclone, 991 to 995 very heavy, 996 to 1000 hurricane, 1001 to 1005 typhoon, 1006 to 1010 cyclone, 1011 to 1015 very heavy, 1016 to 1020 hurricane, 1021 to 1025 typhoon, 1026 to 1030 cyclone, 1031 to 1035 very heavy, 1036 to 1040 hurricane, 1041 to 1045 typhoon, 1046 to 1050 cyclone, 1051 to 1055 very heavy, 1056 to 1060 hurricane, 1061 to 1065 typhoon, 1066 to 1070 cyclone, 1071 to 1075 very heavy, 1076 to 1080 hurricane, 1081 to 1085 typhoon, 1086 to 1090 cyclone, 1091 to 1095 very heavy, 1096 to 1100 hurricane, 1101 to 1105 typhoon, 1106 to 1110 cyclone, 1111 to 1115 very heavy, 1116 to 1120 hurricane, 1121 to 1125 typhoon, 1126 to 1130 cyclone, 1131 to 1135 very heavy, 1136 to 1140 hurricane, 1141 to 1145 typhoon, 1146 to 1150 cyclone, 1151 to 1155 very heavy, 1156 to 1160 hurricane, 1161 to 1165 typhoon, 1166 to 1170 cyclone, 1171 to 1175 very heavy, 1176 to 1180 hurricane, 1181 to 1185 typhoon, 1186 to 1190 cyclone, 1191 to 1195 very heavy, 1196 to 1200 hurricane, 1201 to 1205 typhoon, 1206 to 1210 cyclone, 1211 to 1215 very heavy, 1216 to 1220 hurricane, 1221 to 1225 typhoon, 1226 to 1230 cyclone, 1231 to 1235 very heavy, 1236 to 1240 hurricane, 1241 to 1245 typhoon, 1246 to 1250 cyclone, 1251 to 1255 very heavy, 1256 to 1260 hurricane, 1261 to 1265 typhoon, 1266 to 1270 cyclone, 1271 to 1275 very heavy, 1276 to 1280 hurricane, 1281 to 1285 typhoon, 1286 to 1290 cyclone, 1291 to 1295 very heavy, 1296 to 1300 hurricane, 1301 to 1305 typhoon, 1306 to 1310 cyclone, 1311 to 1315 very heavy, 1316 to 1320 hurricane, 1321 to 1325 typhoon, 1326 to 1330 cyclone, 1331 to 1335 very heavy, 1336 to 1340 hurricane, 1341 to 1345 typhoon, 1346 to 1350 cyclone, 1351 to 1355 very heavy, 1356 to 1360 hurricane, 1361 to 1365 typhoon, 1366 to 1370 cyclone, 1371 to 1375 very heavy, 1376 to 1380 hurricane, 1381 to 1385 typhoon, 1386 to 1390 cyclone, 1391 to 1395 very heavy, 1396 to 1400 hurricane, 1401 to 1405 typhoon, 1406 to 1410 cyclone, 1411 to 1415 very heavy, 1416 to 1420 hurricane, 1421 to 1425 typhoon, 1426 to 1430 cyclone, 1431 to 1435 very heavy, 1436 to 1440 hurricane, 1441 to 1445 typhoon, 1446 to 1450 cyclone, 1451 to 1455 very heavy, 1456 to 1460 hurricane, 1461 to 1465 typhoon, 1466 to 1470 cyclone, 1471 to 1475 very heavy, 1476 to 1480 hurricane, 1481 to 1485 typhoon, 1486 to 1490 cyclone, 1491 to 1495 very heavy, 1496 to 1500 hurricane, 1501 to 1505 typhoon, 1506 to 1510 cyclone, 1511 to 1515 very heavy, 1516 to 1520 hurricane, 1521 to 1525 typhoon, 1526 to 1530 cyclone, 1531 to 1535 very heavy, 1536 to 1540 hurricane, 1541 to 1545 typhoon, 1546 to 1550 cyclone, 1551 to 1555 very heavy, 1556 to 1560 hurricane, 1561 to 1565 typhoon, 1566 to 1570 cyclone, 1571 to 1575 very heavy, 1576 to 1580 hurricane, 1581 to 1585 typhoon, 1586 to 1590 cyclone, 1591 to 1595 very heavy, 1596 to 1600 hurricane, 1601 to 1605 typhoon, 1606 to 1610 cyclone, 1611 to 1615 very heavy, 1616 to 1620 hurricane, 1621 to 1625 typhoon, 1626 to 1630 cyclone, 1631 to 1635 very heavy, 1636 to 1640 hurricane, 1641 to 1645 typhoon, 1646 to 1650 cyclone, 1651 to 1655 very heavy, 1656 to 1660 hurricane, 1661 to 1665 typhoon, 1666 to 1670 cyclone, 1671 to 1675 very heavy, 1676 to 1680 hurricane, 1681 to 1685 typhoon, 1686 to 1690 cyclone, 1691 to 1695 very heavy, 1696 to 1700 hurricane, 1701 to 1705 typhoon, 1706 to 1710 cyclone, 1711 to 1715 very heavy, 1716 to 1720 hurricane, 1721 to 1725 typhoon, 1726 to 1730 cyclone, 1731 to 1735 very heavy, 1736 to 1740 hurricane, 1741 to 1745 typhoon, 1746 to 1750 cyclone, 1751 to 1755 very heavy, 1756 to 1760 hurricane, 1761 to 1765 typhoon, 1766 to 1770 cyclone, 1771 to 1775 very heavy, 1776 to 1780 hurricane, 1781 to 1785 typhoon, 1786 to 1790 cyclone, 1791 to 1795 very heavy, 1796 to 1800 hurricane, 1801 to 1805 typhoon, 1806 to 1810 cyclone, 1811 to 1815 very heavy, 1816 to 1820 hurricane, 1821 to 1825 typhoon, 1826 to 1830 cyclone, 1831 to 1835 very heavy, 1836 to 1840 hurricane, 1841 to 1845 typhoon, 1846 to 1850 cyclone, 1851 to 1855 very heavy, 1856 to 1860 hurricane, 1861 to 1865 typhoon, 1866 to 1870 cyclone, 1871 to 1875 very heavy, 1876 to 1880 hurricane, 1881 to 1885 typhoon, 1886 to 1890 cyclone, 1891 to 1895 very heavy, 1896 to 1900 hurricane, 1901 to 1905 typhoon, 1906 to 1910 cyclone, 1911 to 1915 very heavy, 1916 to 1920 hurricane, 1921 to 1925 typhoon, 1926 to 1930 cyclone, 1931 to 1935 very heavy, 1936 to 1940 hurricane, 1941 to 1945 typhoon, 1946 to 1950 cyclone, 1951 to 1955 very heavy, 1956 to 1960 hurricane, 1961 to 1965 typhoon, 1966 to 1970 cyclone, 1971 to 1975 very heavy, 1976 to 1980 hurricane, 1981 to 1985 typhoon, 1986 to 1990 cyclone, 1991 to 1995 very heavy, 1996 to 2000 hurricane, 2001 to 2005 typhoon, 2006 to 2010 cyclone, 2011 to 2015 very heavy, 2016 to 2020 hurricane, 2021 to 2025 typhoon, 2026 to 2030 cyclone, 2031 to 2035 very heavy, 2036 to 2040 hurricane, 2041 to 2045 typhoon, 2046 to 2050 cyclone, 2051 to 2055 very heavy, 2056 to 2060 hurricane, 2061 to 2065 typhoon, 2066 to 2070 cyclone, 2071 to 2075 very heavy, 2076 to 2080 hurricane, 2081 to 2085 typhoon, 2086 to 2090 cyclone, 2091 to 2095 very heavy, 2096 to 2100 hurricane, 2101 to 2105 typhoon, 2106 to 2110 cyclone, 2111 to 2115 very heavy, 2116 to 2120 hurricane, 2121 to 2125 typhoon, 2126 to 2130 cyclone, 2131 to 2135 very heavy, 2136 to 2140 hurricane, 2141 to 2145 typhoon, 2146 to 2150 cyclone, 2151 to 2155 very heavy, 2156 to 2160 hurricane, 2161 to 2165 typhoon, 2166 to 2170 cyclone, 2171 to 2175 very heavy, 2176 to 2180 hurricane, 2181 to 2185 typhoon, 2186 to 2190 cyclone, 2191 to 2195 very heavy, 2196 to 2200 hurricane, 2201 to 2205 typhoon, 2206 to 2210 cyclone, 2211 to 2215 very heavy, 2216 to 2220 hurricane, 2221 to 2225 typhoon, 2226 to 2230 cyclone, 2231 to 2235 very heavy, 2236 to 2240 hurricane, 2241 to 2245 typhoon, 2246 to 2250 cyclone, 2251 to 2255 very heavy, 2256 to 2260 hurricane, 2261 to 2265 typhoon, 2266 to 2270 cyclone, 2271 to 2275 very heavy, 2276 to 2280 hurricane, 2281 to 2285 typhoon, 2286 to 2290 cyclone, 2291 to 2295 very heavy, 2296 to 2300 hurricane, 2301 to 2305 typhoon, 2306 to 2310 cyclone, 2311 to 2315 very heavy, 2316 to 2320 hurricane, 2321 to 2325 typhoon, 2326 to 2330 cyclone, 2331 to 2335 very heavy, 2336 to 2340 hurricane, 2341 to 2345 typhoon, 2346 to 2350 cyclone, 2351 to 2355 very heavy, 2356 to 2360 hurricane, 2361 to 2365 typhoon, 2366 to 2370 cyclone, 2371 to 2375 very heavy, 2376 to 2380 hurricane, 2381 to 2385 typhoon, 2386 to 2390 cyclone, 2391 to 2395 very heavy, 2396 to 2400 hurricane, 2401 to 2405 typhoon, 2406 to 2410 cyclone, 2411 to 2415 very heavy, 2416 to 2420 hurricane, 2421 to 2425 typhoon, 2426 to 2430 cyclone, 2431 to 2435 very heavy, 2436 to 2440 hurricane, 2441 to 2445 typhoon, 2446 to 2450 cyclone, 2451 to 2455 very heavy, 2456 to 2460 hurricane, 2461 to 2465 typhoon, 2466 to 2470 cyclone, 2471 to 2475 very heavy, 2476 to 2480 hurricane, 2481 to 2485 typhoon, 2486 to 2490 cyclone, 2491 to 2495 very heavy, 2496 to 2500 hurricane, 2501 to 2505 typhoon, 2506 to 2510 cyclone, 2511 to 2515 very heavy, 2516 to 2520 hurricane, 2521 to 2525 typhoon, 2526 to 2530 cyclone, 2531 to 2535 very heavy, 2536 to 2540 hurricane, 2541 to 2545 typhoon, 2546 to 2550 cyclone, 2551 to 2555 very heavy, 2556 to 2560 hurricane, 2561 to 2565 typhoon, 2566 to 2570 cyclone, 2571 to 2575 very heavy, 2576 to 2580 hurricane, 2581 to 2585 typhoon, 2586 to 2590 cyclone, 2591 to 2595 very heavy, 2596 to 2600 hurricane, 2601 to 2605 typhoon, 2606 to 2610 cyclone, 2611 to 2615 very heavy, 2616 to 2620 hurricane, 2621 to 2625 typhoon, 2626 to 2630 cyclone, 2631 to 2635 very heavy, 2636 to 2640 hurricane, 2641 to 2645 typhoon, 2646 to 2650 cyclone, 2651 to 2655 very heavy, 2656 to 2660 hurricane, 2661 to 2665 typhoon, 2666 to 2670 cyclone, 2671 to 2675 very heavy, 2676 to 2680 hurricane, 2681 to 2685 typhoon, 2686 to 2690 cyclone, 2691 to 2695 very heavy, 2696 to 2700 hurricane, 2701 to 2705 typhoon, 2706 to 2710 cyclone, 2711 to 2715 very heavy, 2716 to 2720 hurricane, 2721 to 2725 typhoon, 2726 to 2730 cyclone, 2731 to 2735 very heavy, 2736 to 2740 hurricane, 2741 to 2745 typhoon, 2746 to 2750 cyclone, 2751 to 2755 very heavy, 2756 to 2760 hurricane, 2761 to 2765 typhoon, 2766 to 2770 cyclone, 2771 to 2775 very heavy, 2776 to 2780 hurricane, 2781 to 2785 typhoon, 2786 to 2790 cyclone, 2791 to 2795 very heavy, 2796 to 2800 hurricane, 2801 to 2805 typhoon, 2806 to 2810 cyclone, 2811 to 2815 very heavy, 2816 to 2820 hurricane, 2821 to 2825 typhoon, 2826 to 2830 cyclone, 2831 to 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3695 very heavy, 3696 to 3700 hurricane, 3701 to 37